

CENTRAL INTELLIGENCE AGENCY  
**INFORMATION REPORT**

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COUNTRY	Hungary	REPORT	
SUBJECT	Roads and Military Installations	DATE DISTR.	29 October 1954
DATE OF INFO.		NO. OF PAGES	3 25X1
PLACE ACQUIRED		REQUIREMENT NO.	RD 25X1
		REFERENCES	25X1
	This is UNEVALUATED		

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
 THE APPRAISAL OF CONTENT IS TENTATIVE.  
 (FOR KEY SEE REVERSE)

1. Road No. 301: Budapest-Mende-Tápioszecső-Szentmártonkő-Nagykő-Tápioszele Ujmajor-  
 Abony-Szolnok.

- This road has a good concrete surface. It has been gradually built up into a Main Road since World War II to alleviate traffic on Road No. 4.
- The level crossings have been eliminated and the third underpath has been opened to traffic in early May 1954. This underpath eliminates the level crossing of the trains passing from Nagykő to Ujszász.
- The only section still in need of repair is between Tápiosölly and Tápioszecső.

2. Road No. 33: Nyirábrány-Vámospercs-Debrecen-Hortobágyi Csárda-Tiszafüred-Poroszló-Besenyőtelek-Füzesabony.

- The reconstruction of this road has been completed in August 1953. It is a good road with a concrete cover 3 cm. thick on a deep road metal (sic) bed.
- The railroad bridge between Tiszafüred and Poroszló has been reinforced.

3. Road Kisvejké-Závod. When the Soviet Army compound (which includes a three-story barracks) was built between Kisvejké and Závod, the reconstruction of this road was also undertaken. It is now 6 m. wide and in good condition.

4. With the reorganization of the roads Budapest-Pécs and Budapest-Mohács and the building of the new road Szekszárd-Pécs, Sections 613 Szekszárd-Bonyhád and 631 Bonyhád-Pécs have been eliminated. These numbers will be given to other roads in the Pécs area.

5. Road No. 622: Tamási-Tamási gépalomás-Fernádi elágazás-Gonozdi puszta-Iregszemcse-Csehi puszta-Tengős-Kánya-Tab.

- The road which is 29 km. long and is 8 m. wide has been reconstructed.

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- b. The section from Iregszemcse to Tab has also been rebuilt and widened during 1953. However, the Ministry of Mail and Transportation has been informed by the Ministry of Defense that this road is now in very poor condition and will have to be repaired once more.
- c. Near Tamási new barracks have been built. Of nine buildings one is a repair shop, a smaller one is the residence of the commanding officer and the rest are barracks.
- d. Northeast of Tab Hungarian infantry is accommodated in wooden barracks.

6. Road No. 32: Füzesabony-Dormánd-Tenk-Átányi elágazás-Heyes-Jásszentandrási határ-Jasziványi elágazás-Jaszapáti-Pusztakürt-Jászládany-Szászberek-Ujszász-Abony.

This road is 75.6 km. long. It was rebuilt mainly with slave labor in 1952 and 1953 and the work was completed by the middle of 1953. The road is now in an excellent condition with a good concrete surface.

7. Road No. 331: Debrecen-Józsa-Hajduböszörmény-Bakohát Prodytanya-Dedőhát-Görbeháza-Polgár-Tisza River Bridge-Tiszapalkonya beág-Sajószöged-Nagycsécs-Muhl-Nyékládháza-Miskolc.

This road was rebuilt in 1950-1952 and is in excellent condition. The bridge over the Tisza has been enlarged and reinforced. The road is 8 m. wide with 50 cm. foot-paths on each side.

8. Road No. 61: Dunaföldvár-Előszállás-Cece-Tolnanémedi Nagyszékelyi elágazás-Pincehely-Tamási-Nagykonyi bekötőút-Kocsola-Dalmádi bekötőút-Dombóvár.

- a. This road is about 100 km. in length. It has over the last few years been completely rebuilt and has now a first class concrete surface. The road is 7 m. wide with 50 cm. paths on each side for pedestrians and bicycles.
- b. In the area between Kocsola and Dombóvár towards Ujdalmánd and southwest of Kocsola, Soviet military camps have been built. The railroad station of Dalmánd handles food supplies for about 2,400 men who are stationed in these camps.

9. Road No. 6: Budapest-Nagytétény-Erd-Ercsi-Sztalinváros-Dunaföldvár-Dunakömlőd-Paks-Tolna-Szekszárd Mecseknádasd-Pécsvárad-Pécs.

- a. This road has a 3-4 cm. concrete surface. Its average width is 8 m.
- b. Before the war this was the Main Budapest-Mohács Road, but traffic after the war was reorganized so that Road No. 58 has taken over that function.
- c. The viaducts over the valleys between Mecseknádasd and Pécsvárad are 180 m. and 130 m. in length respectively and each about 33 m. high. From Szekszárd to Pécs the newly constructed road runs next to the old macadam road. Villages and towns are by-passed and 49 bridges in all, eliminate interference from rail traffic.

10. Road No. 38: Nyíregyháza-Vásárosnamény-Soviet Frontier-Berehovo.

- a. This road is 10 m. wide. It has been designed to carry traffic up to 80 tons and to bypass all villages and built up areas. Since its completion in 1952, it is under constant supervision by the Hungarian Special Repair Brigade as well as a Soviet road commission stationed at Berehovo which crosses the frontier, in order to inspect the road, every two weeks. This road is the first section of the contemplated Great East-West Military Highway.
- b. The bridge over Tisza at Vásárosnamény has been rebuilt to carry heavier traffic. It is in excellent condition and Soviet as well as Hungarian troops guard this bridge at all times.
- c. The sharp bend near Gergelyugorinya has been eliminated.

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